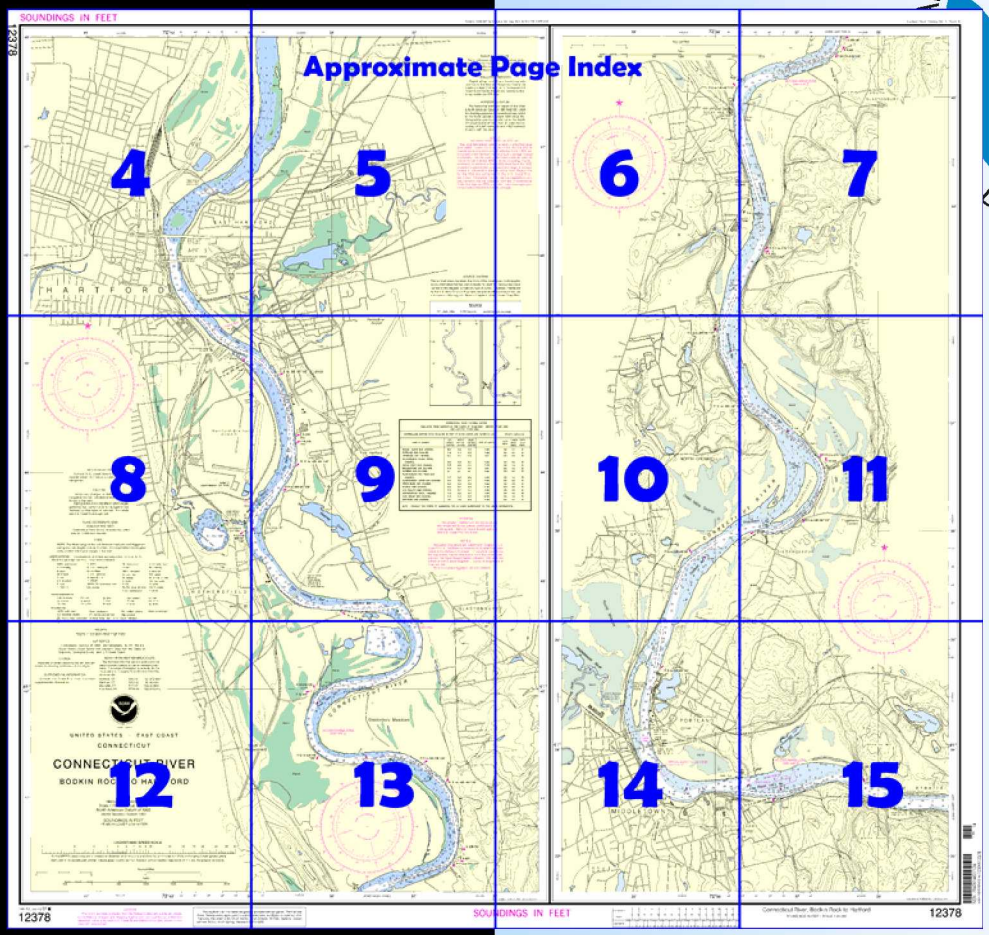
BookletChart™

Connecticut River - Bodkin Rock to Hartford

(NOAA Chart 12378)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NOAA
DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

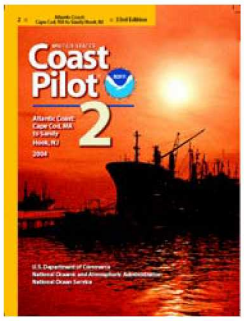
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 2, Chapter 8 excerpts]

(111) **Connecticut River** rises in the extreme northern part of New Hampshire,. The head of commercial navigation is at Hartford, about 45 miles from the mouth.

(114) A Federal project for Connecticut River provides for a 15-foot jettied entrance channel and 15-foot dredged cuts across the bars to Hartford, 45 miles above the entrance. (See Notice to Mariners and the latest editions of the charts for controlling depths.) (115) The channel above the jettied entrance channel usually follows the banks on the outside of the curves of the river, except through the dredged cuts across the bars which are marked by navigational aids.

(154) **Eustasia Island**, 8.5 miles above Saybrook Point, divides the Connecticut River into two channels. A light off the southeast end of the island marks the junction of the two channels. The eastern channel crossing **Potash Bar** through a dredged cut is better marked and easier to follow. The western channel leads to **Pratt Creek**, westward of the southerly end of Eustasia Island, and to the landing at **Deep River** and thence crosses **Chester Creek Bar** through a swash channel to **Chester Creek**. A sand shoal and a rocky reef, both bare at low water, are north of Eustasia Island, between the main channel east of the island and Chester Creek.

(155) In July 1981, it was reported that depths of 15 feet could be carried to the facilities on Pratt Creek and in March 1990, depths to 5 feet were reported to the facilities in Chester Creek. A rock, covered 3 feet, is on the south side of the entrance to Chester Creek in about 41°24'24.1"N., 72°25'46.6"W.

(156) There are several small-craft facilities on Pratt Creek and Chester Creek. Lifts to 25 tons, berths, electricity, gasoline, water, ice, storage, marine supplies, launching ramp, and complete hull and engine repairs are available in the area.

(160) On the east side of the river, the turret of the opera house at **East Haddam**, 13.3 miles above Saybrook Point, is prominent. A marina is on the west side of the river just above the swing bridge between East Haddam and **Tylerville.** Limited guest berths, limited marine supplies, electricity, water, and ice are available. In March 1990, a reported depth of 5 feet was available in the marina basin.

(162) **Salmon Cove**, on the east side of the river, 1 mile above East Haddam, is reported to be navigable only by small craft at high tide. The entrance to the cove is subject to shoaling. Considerable grass in the channel and cove makes boat operation difficult.

(164) A small-craft facility is on the west side of the river about 1.1 miles above East Haddam. Berths, electricity, water, ice, a 10-ton mobile hoist, and a launching ramp are available; hull and engine repairs can be made. In March 1990, a depth of 6 feet was reported at the facility.

(169) A boatyard is on the north side of the river at **Cobalt** , about 3.5 miles above Higganum Creek. Storage facilities and a 15-ton hoist are available. In October 1990, a reported depth of 7 feet could be carried to the facility.

(173) Caution is recommended when rounding the point on the south side of the river, about 1.5 miles above Bodkin Rock, to avoid a submerged crib that extends northward from the point.

(174) **Portland**, 26.3 miles above Saybrook Point, has several boatyards with marine railways; the largest railway can handle craft to 60 feet for engine and hull repairs. Gasoline, water, berths with electricity, ice, storage facilities, marine supplies, a pump-out station, launching ramps, and lifts to 50 tons are available at Portland. In March 1990, depths of 7 to 9 feet were reported available.

(175) Berthing and water are available at Harbor Park in **Middletown**, across the river from Portland. Depths of 18 feet are reported to be available along the wharves.

(176) Two small-craft facilities are on the east side of the river at **Gildersleeve**, about 2.5 miles above Portland. Gasoline, diesel fuel, berths with electricity, water, ice, storage facilities, marine supplies, a launching ramp, and 15- and 35-ton lifts are available, and hull and engine repairs can be made.

(178) A marina on the east side of the river opposite Belamose has gasoline, berths, electricity, water, ice, marine supplies, and a 15-ton lift; engine and hull repairs can be made. In July 1983, the privately marked channel into the marina basin had a reported controlling depth of 7 feet.

(179) At **Rocky Hill,** 1 mile above Belamose, a seasonal vehicular ferry crosses the river to South Glastonbury. A small-craft launching ramp is just above the ferry landing.

(182) **Wethersfield Cove**, on the west side of the river 14 miles above Portland, is entered through a narrow dredged channel that leads to a dredged anchorage basin about 0.3 mile above the entrance. In 1986, the controlling depth was 4.9 feet (5.1 feet at midchannel); thence in 1983, 6 feet were available in the basin. The channel is marked by daybeacons.

The **speed limit** in the channel and cove is 5 knots. Ice, transient berthing, and some supplies can be obtained at the yacht club on the south side of the cove. A town marina is on the east side of the cove.

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

PLANE COORDINATE GRID
(based on NAD 1927)

Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.40 MHz
Montville, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

AUTHORITIES

Hydrography (surveys of 1969) and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

TIDES

NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

CONNECTICUT RIVER CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005 AND SURVEYS TO NOV 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MOUSE ISLAND BAR CHANNEL	16.2	13.9	12.4	11-99	150	0.7	15
PORTLAND BAR CHANNEL	11.9	11.7	13.0	11-99	150	0.3	15
CROMWELL BAR CHANNEL	14.1	12.4	11.8	8-02	150	0.6	15
GILDERSLEEVE ISLAND SHOAL CHANNEL	14.0	13.9	15.1	11-99	150	0.9	15
PISTOL POINT BAR CHANNEL	10.0	10.6	11.1	11-04	150	1.0	15
BROWNSTONE BAR CHANNEL	14.5	13.2	12.2	8-02	150	0.9	15
DIVIDEND BAR CHANNEL	8.1	8.2	8.6	11-99	150	0.6	15
GLASTONBURY-TWO PIERS BAR CHANNEL	11.7	12.6	13.4	11-99	150	1.2	15
GLASTONBURY UPPER BAR CHANNEL	13.2	12.5	12.7	11-99	150	0.9	15
PRESS BARN BAR CHANNEL	14.5	13.9	13.8	11-99	150	0.1	15
NAUBUC BAR CHANNEL	13.4	13.2	13.0	11-99	150	0.5	15
CYS HOLLOW BAR CHANNEL	17.0	15.7	14.4	11-99	150	0.5	15
WETHERSFIELD SHOAL CHANNEL	11.9	12.2	13.7	11-99	150	0.4	15
CLAY BANKS BAR CHANNEL	11.6	11.8	12.5	11-99	150	1.6	15
HARTFORD BAR CHANNEL	9.4	9.8	10.5	11-99	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SOUNDINGS IN FEET

Joins page 8

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

38' 37' 640000 36' 48' 47' 46' 45' 350000 300000 290000 39' 40' 39' 38'

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Canal

20

40

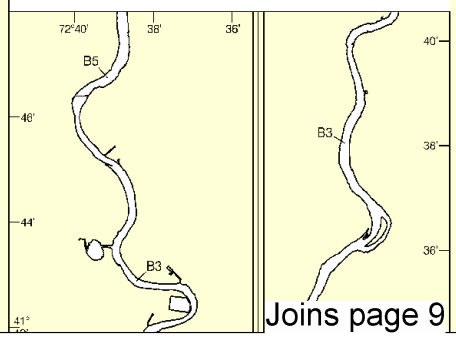
Marsh

Rentschler Airport

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



Joins page 9

½ 0 500 0

MAGNETIC
VAR 14°30'W (2001)
TALLER TANK
NO ANNUAL CHANGE

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

37' 640000 36' 48'

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.359" northward and 1.680" eastward to agree with this chart.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Joins page 5

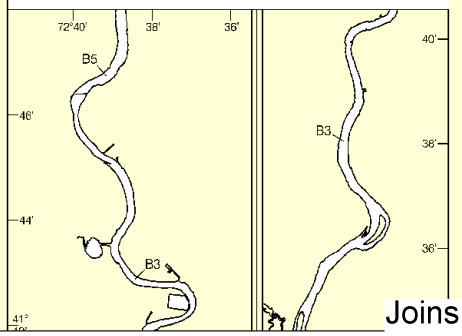
47'

46'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



45'

Rentschler Airport

Joins page 10

39'

½ 0 500 0 500

40'

MAGNETIC
VAR 14°30W (2001)
TALLER TANK
NO ANNUAL CHANGE

39'

Drum Hill

38'

300000

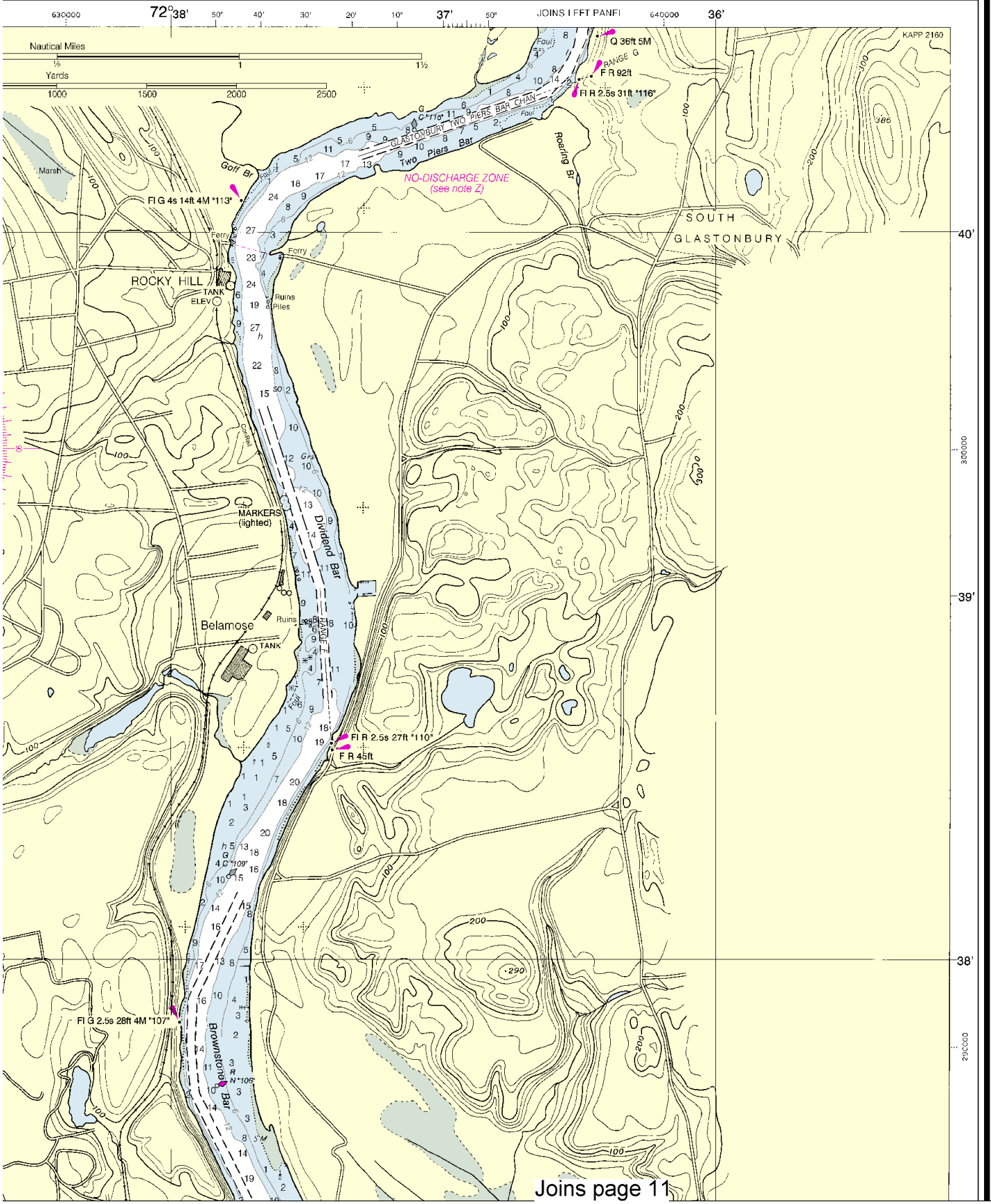
290000

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500

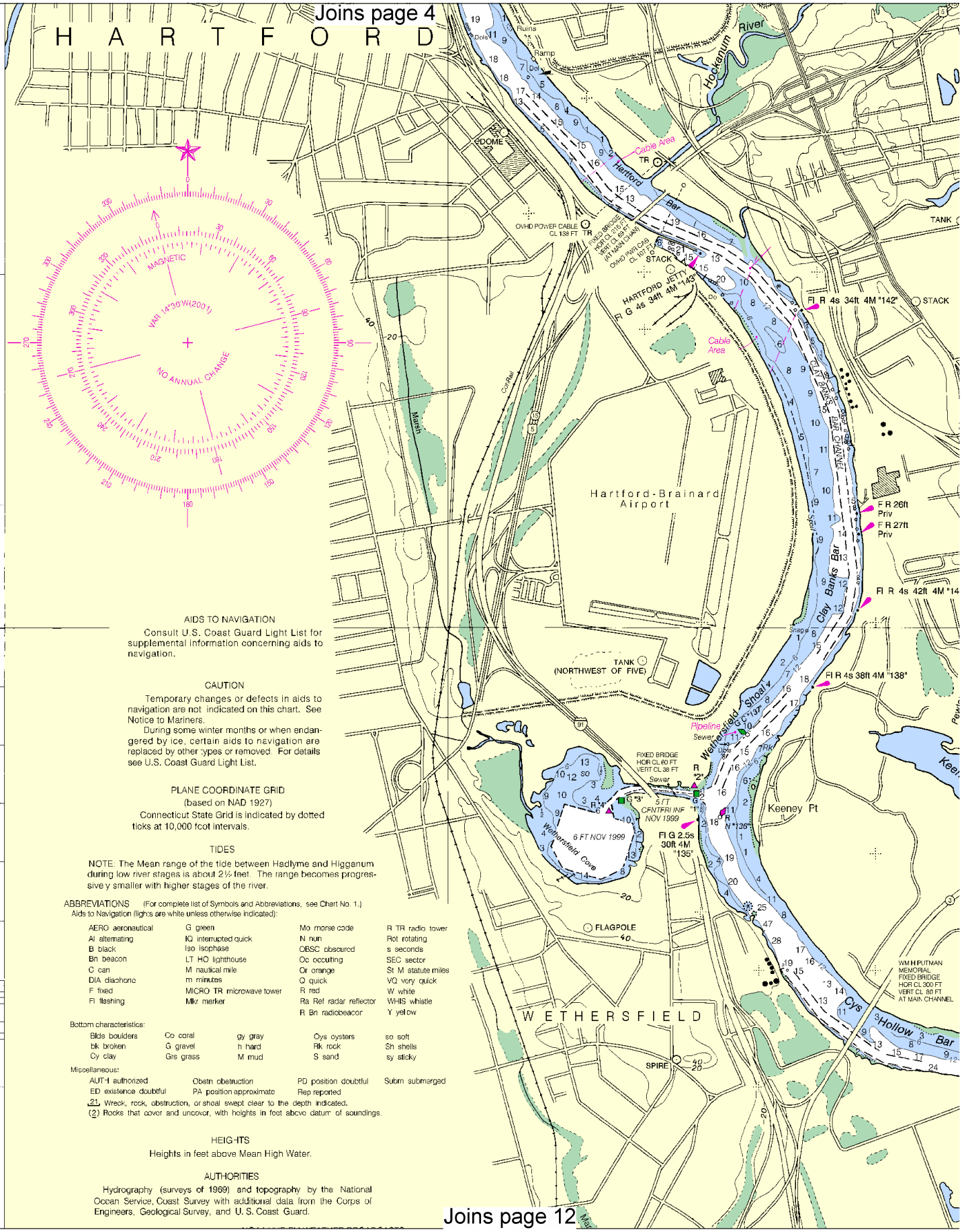


Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4

H A R T F O R D



AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

Connecticut State Grid is indicated by dotted ticks at 10,000 foot intervals.

TIDES

NOTE: The Mean range of the tide between Hadlyme and Higganum during low river stages is about 2½ feet. The range becomes progressively smaller with higher stages of the river.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

21. Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography (surveys of 1969) and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

Joins page 12

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 5

The outlin of the most recent hydrographic survey inf d for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage

CONNECTICUT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005 AND SURVEYS TO NOV 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MOUSE ISLAND BAR CHANNEL	16.2	13.9	12.4	11-99	150	0.7	15
PORTLAND BAR CHANNEL	11.9	11.7	13.0	11-99	150	0.3	15
CROMWELL BAR CHANNEL	14.1	12.4	11.8	8-02	150	0.6	15
GILDERSLEEVE ISLAND SHOAL CHANNEL	14.0	13.9	15.1	11-99	150	0.9	15
PISTOL POINT BAR CHANNEL	10.0	10.6	11.1	11-04	150	1.0	15
BROWNSTONE BAR CHANNEL	14.5	13.2	12.2	8-02	150	0.9	15
DIVIDEND BAR CHANNEL	8.1	8.2	8.6	11-99	150	0.6	15
GLASTONBURY-TWO PIERS BAR CHANNEL	11.7	12.6	13.4	11-99	150	1.2	15
GLASTONBURY UPPER BAR CHANNEL	13.2	12.5	12.7	11-99	150	0.9	15
PRESS BARN BAR CHANNEL	14.5	13.9	13.8	11-99	150	0.1	15
NAUBUC BAR CHANNEL	13.4	13.2	13.0	11-99	150	0.5	15
CY'S HOLLOW BAR CHANNEL	17.0	15.7	14.4	11-99	150	0.5	15
WETHERSFIELD SHOAL CHANNEL	11.9	12.2	13.7	11-99	150	0.4	15
CLAY BANKS BAR CHANNEL	11.6	11.6	12.5	11-99	150	1.6	15
HARTFORD BAR CHANNEL	9.4	9.8	10.5	11-99	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

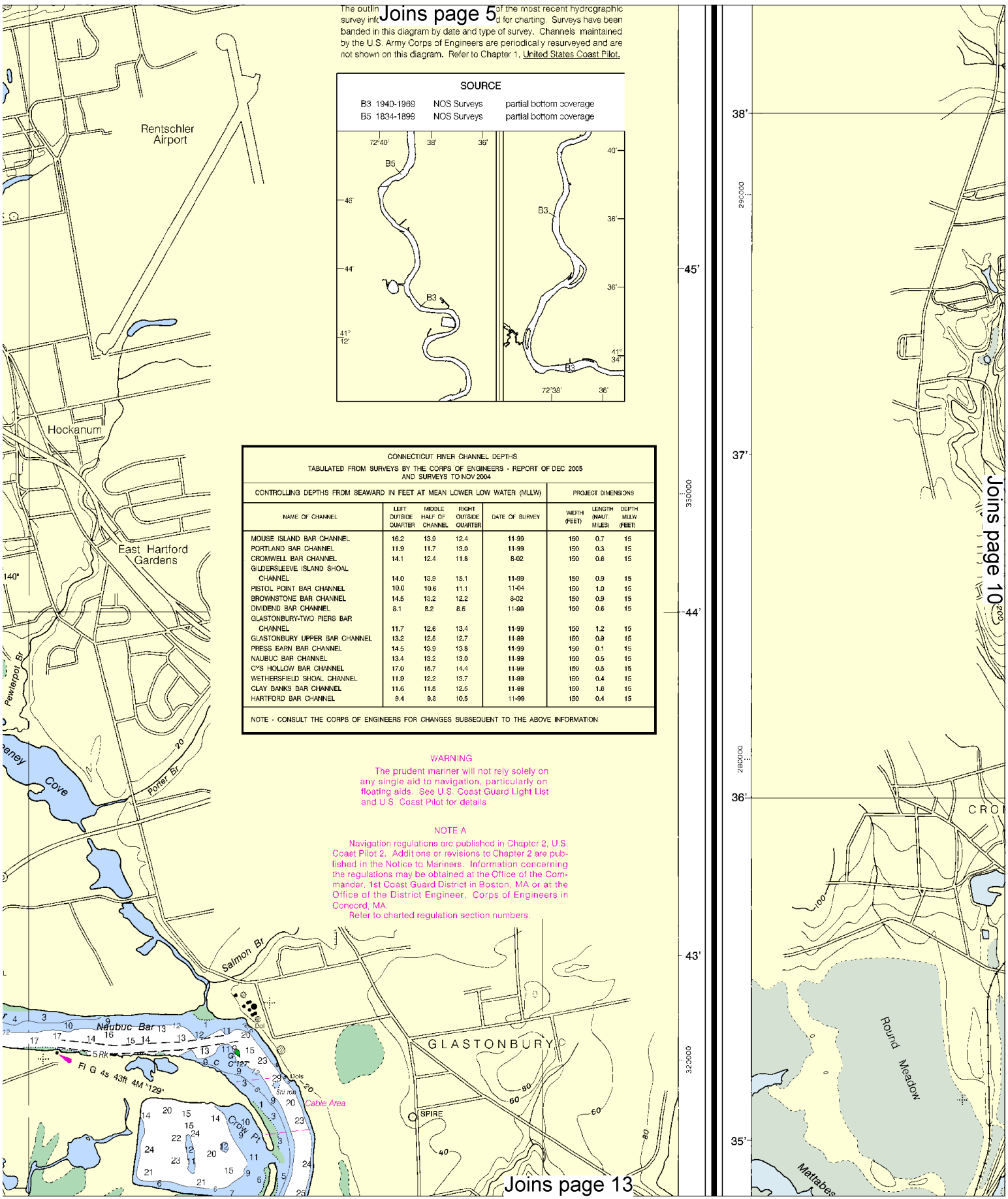
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

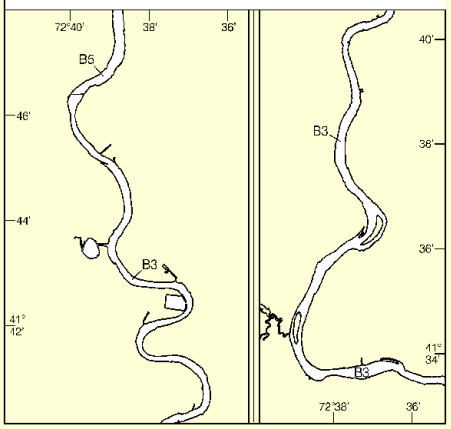


Joins page 13

Joins page 10

The outlined areas represent hydrographic survey information that has been Joins page 6 banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodicaly resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
B3 1940-1969	NOS Surveys	partial bottom coverage
B5 1834-1899	NOS Surveys	partial bottom coverage



CONNECTICUT RIVER CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF DEC 2005 AND SURVEYS TO NOV 2004

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
MOUSE ISLAND BAR CHANNEL	16.2	13.9	12.4	11-99	150	0.7	15
PORTLAND BAR CHANNEL	11.9	11.7	13.0	11-99	150	0.3	15
CROMWELL BAR CHANNEL	14.1	12.4	11.8	8-02	150	0.6	15
GILDERSLEEVE ISLAND SHOAL CHANNEL	14.0	13.9	15.1	11-99	150	0.9	15
PISTOL POINT BAR CHANNEL	10.0	10.6	11.1	11-04	150	1.0	15
BROWNSTONE BAR CHANNEL	14.5	13.2	12.2	8-02	150	0.9	15
DIVIDEND BAR CHANNEL	8.1	8.2	8.6	11-99	150	0.6	15
GLASTONBURY-TWO PIERS BAR CHANNEL	11.7	12.6	13.4	11-99	150	1.2	15
GLASTONBURY UPPER BAR CHANNEL	13.2	12.5	12.7	11-99	150	0.9	15
PRESS BARN BAR CHANNEL	14.5	13.9	13.8	11-99	150	0.1	15
NAUBUC BAR CHANNEL	13.4	13.2	13.0	11-99	150	0.5	15
CYS HOLLOW BAR CHANNEL	17.0	15.7	14.4	11-99	150	0.5	15
WETHERSFIELD SHOAL CHANNEL	11.9	12.2	13.7	11-99	150	0.4	15
CLAY BANKS BAR CHANNEL	11.6	11.6	12.5	11-99	150	1.6	15
HARTFORD BAR CHANNEL	9.4	9.8	10.5	11-99	150	0.4	15

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Joins page 9

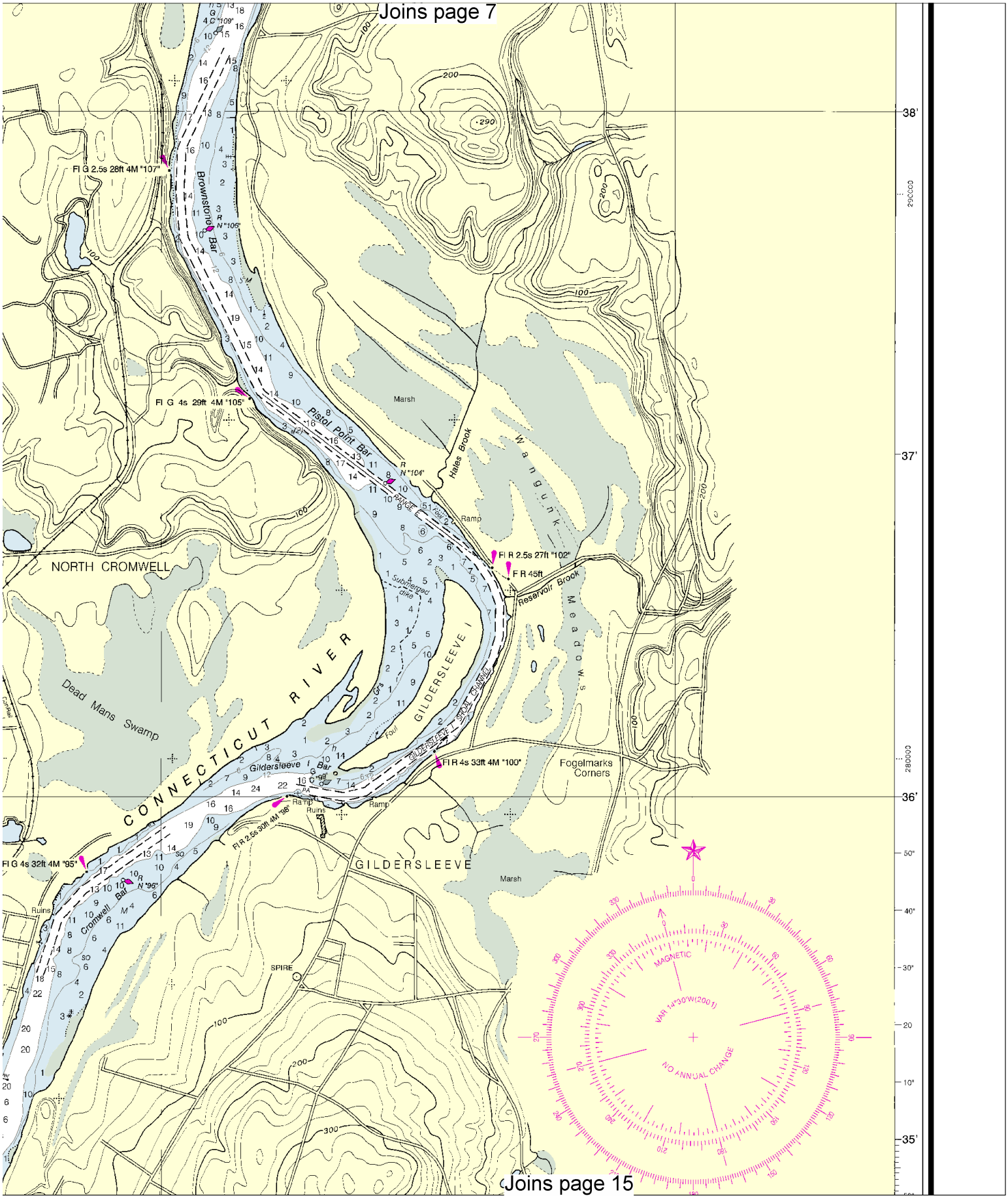
Joins page 14

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500


Joins page 7
Fl G 2.5s 28ft 4M "107"
Brownstone Bar
R N "105"
Fl G 4s 29ft 4M "105"
Pistol Point Bar
Marsh
Hales Brook
Wangunk Meadows
R N "104"
Ramp
Fl R 2.5s 27ft "102"
F R 45ft
Reservoir Brook
NORTH CROMWELL
Submerged dike
GILDERSLEEVE I
Dead Mans Swamp
CONNECTICUT RIVER
Gildersleeve I Bar
Fl R 4s 33ft 4M "100"
Fogelmarks Corners
Ruins
Fl R 2.5s 30ft 4M "98"
Fl G 4s 32ft 4M "95"
R N "96"
Cromwell Bar
GILDERSLEEVE
Marsh
SPIRE
MAGNETIC
VAR 14°30'W(2001)
NO ANNUAL CHANGE
38'
37'
36'
35'
Joins page 15

Joins page 8

sively smaller with higher stages of the river.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Submg submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography (surveys of 1969) and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U. S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Hartford, CT	WXJ-41	162.475 MHz
Meriden, CT	WXJ-42	162.40 MHz
Montville, CT	KHB-47	162.55 MHz
Riverhead, NY	WXM-80	162.475 MHz

NOAA — NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION — U.S. DEPARTMENT OF COMMERCE — COAST SURVEY

UNITED STATES - EAST COAST

CONNECTICUT

CONNECTICUT RIVER

BODKIN ROCK TO HARTFORD

Mercator Projection
Scale 1:20,000 at Lat. 41° 40'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

Nautical Miles
½ 0 ½ 1 1½

Yards
500 0 500 1000 1500 2000 2500

FLAGPOLE
WETHERSFIELD
SPIRE
WM H PUTMAN MEMORIAL FIXED BRIDGE HOR CL 300 FT VERT CL 80 FT AT MAIN CHANNEL
Cys
Hollow Bar
Marsh
Fl G 2.5s 33ft RANGE J
F G 54ft
Cross Press
Marsh
South Wethersfield
Fl G 4s 30ft 4M "125"
Marsh
Quarry
Marsh

41° 42'
41'
41'
620000
72°40'
50'
40'
30"
20"
10"
39'
50'
630000

14th Ed., Jan 13/01 ■

12378

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

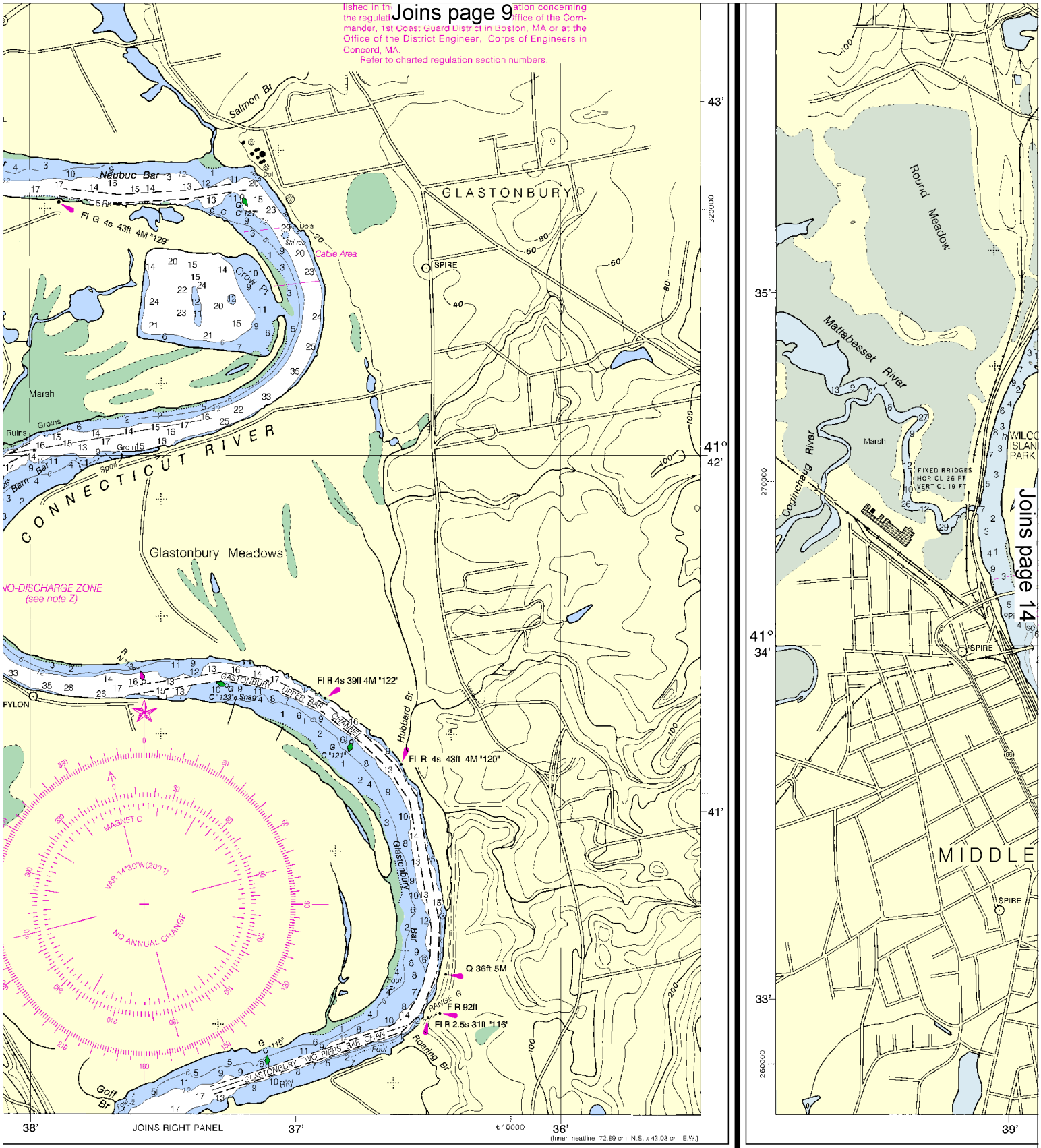
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



SOUNDINGS IN FEET

FATHOMS		1	2
FEET		6	12
METERS	1	2	3 4

SOUNDINGS IN FEET

FATHOMS	1	2	3	4	5	6	
FEET	6	12	18	24	30	36	
METERS	1 2 3 4 5 6 7 8 9 10 11						

North

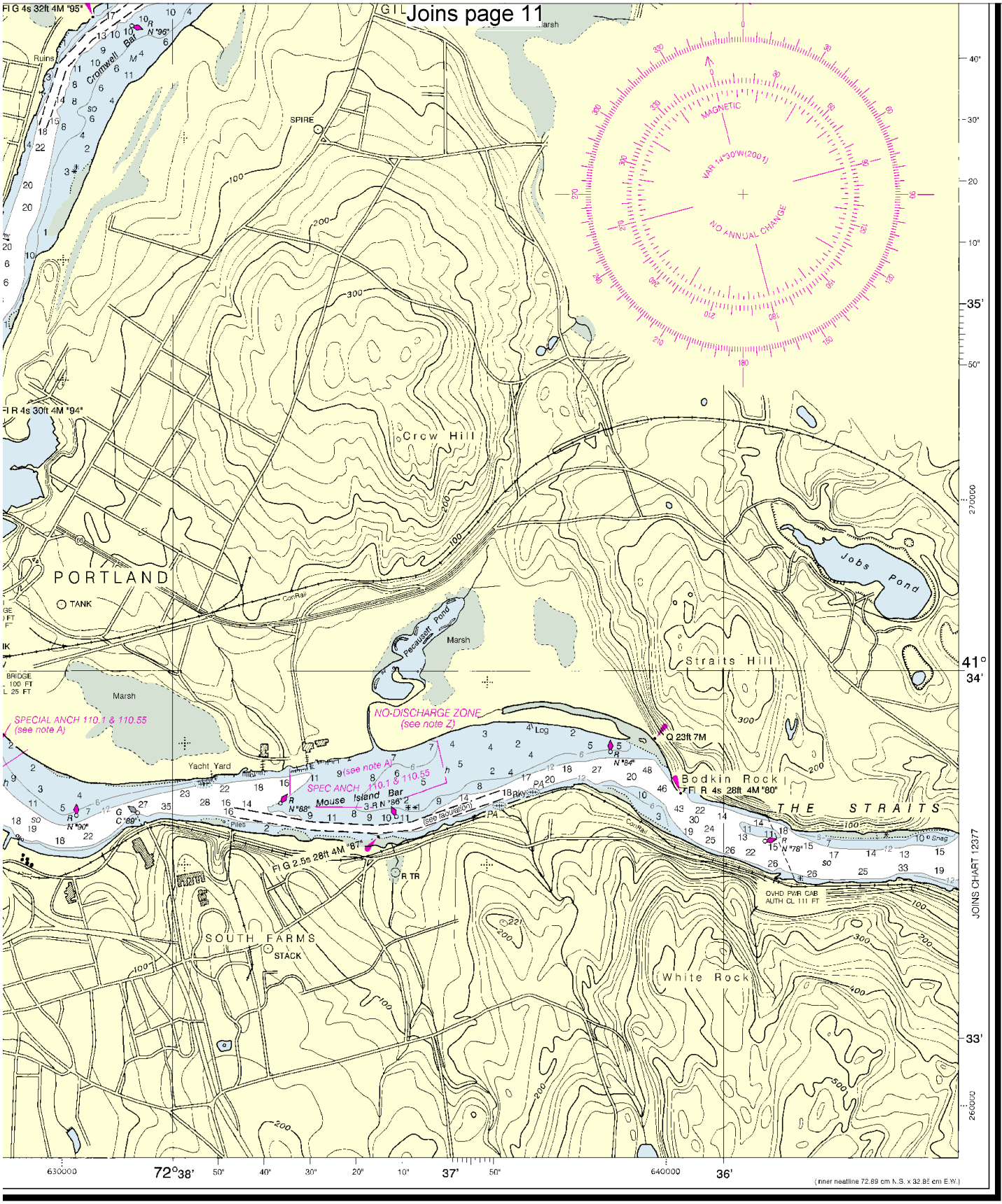
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



Connecticut River, Bodkin Rock to Hartford

SOUNDINGS IN FEET - SCALE 1:20,000

12378

ED. NO. 14

NSN 7642014627124

NIMA REFERENCE NO 12XHA12378

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Group MSO LI Sound – 203-468-4404
Coast Guard New London – 860-442-4471
Coast Guard Atlantic Area Cmd – 757-398-6390

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.